

**FIVE DOLLARS  
PER QUARTER.**

## Shipping.

FOR SYDNEY AND MELBOURNE, VIA  
FOOCHOW,  
(Taking Cargo at through rates for all AUSTRALIAN  
AND NEW ZEALAND PORTS, TASMANIA,  
FIJI, AND NEW CALEDONIA.)

**"GANGES,"**  
Captain Blaik, will be despatched as above,  
TO-MORROW, the 9th inst., at NOON.  
For Freight or Passage, apply to  
**GEO. R. STEVENS & Co.,**  
Agents.

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881. [4]

T. R. FISHER,  
Hon. Secretary.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

OF 1882,  
 COMPLETE FORM, REPRINTED FROM  
 THE "HONGKONG TELEGRAPH"  
 Only a limited number will be printed, orders  
 be sent without delay to the  
 HONGKONG TELEGRAPH'S OFFICE

**"HONGKONG TELEGRAPH" OFFICE.**  
Account Books ruled to any pattern.  
Music bound in Elegant Style with Best  
Materials.

Porting Guns and Ammunition always  
on hand. [28]

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate. [268.]

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Materials.







The new branch that the Messageries Maritimes intend to start to Australia will be inaugurated towards the close of the year, but the exact date depends on the time when the new steamers which are being built are completed.

It is understood that while Her Majesty's Government are at the present taking no active measures to open relations with Corea, they are at the same time perfectly prepared to do so should a favourable opportunity occur.

The annual public meeting of the Society for the Suppression of the Opium Trade is announced to take place on the 9th inst., at Exeter Hall. The Right Hon. the Earl of Shaftesbury is announced to take the chair, and many influential men are expected to attend.

The cargo of the *Forwards*, from Java, for Amsterdam, which stranded near Messina, but got off, will probably be transhipped. The passengers and mails arrived at Messina April 25. The *Forwards* sailed from Messina, April 30, for Malta, where she arrived on the 1st instant for repairs.

His Excellency Itô has arrived in Paris with his suite. Nothing has yet been officially stated as to the object of his mission, but it is understood to be the study of Parliamentary institutions in Europe, and his Excellency's movements, we believe, are not yet known, but he will probably remain in Paris for some days.

A telegram from Lisbon, dated 28th, states that the Ocean Steamship Company's steamer *Tylenachus* has been towed into Lisbon by the steamer *Lamparts*, with her crank shaft broken. No agreement with *Lamparts*. The cargo has sustained no damage; and there being a spare shaft on board the damage was soon repaired, and the vessel was expected to proceed on May 1st.

An attack has been made near Mecheria upon two French companies by a thousand rebel Arab horsemen, led by Ben Amena. The French had two officers and forty-eight men killed, and lost their baggage and *matériel*. The French beat a retreat, closely pursued for more than ten kilometers, without even time to pick up the dead and wounded. The latter were horribly tortured.

The Japanese barque *Kamatsaka Maru* put into Madeira, April 19, for water, and Captain Brown's wife being very ill, he left the ship with her, placing his chief mate (Ellis) in command, and making his second mate chief mate. Both Mr. Ellis and the second mate, it is stated, hold masters' certificates. The *Kamatsaka Maru* sailed from Madeira on the 24th April for Yokohama.

We believe that despatches on the subject of opium and the Chefoo Convention are now on their way from Sir Thomas Wade, H.B.M.'s Minister in Peking, to the British Government. The despatches were mentioned by Sir Charles Dilke, the Under Secretary of State for Foreign Affairs, in Parliament during last Session as being forwarded for never sent by Sir Thomas Wade, in consequence of the constantly shifting nature of the negotiations which were proceeding at that time.

A New Australian Steamer.—The Austral, steamship, built by Messrs. John Elder and Co., Glasgow, for the Orient Steam Navigation Company, to trade between London and Australia, via the Cape and Suez, went down the river Clyde on the 20th ult. for her official trial trip. Her preliminary tests had been satisfactory, and on the measured mile full-speed test two runs yielded an average of about 17.75 knots (201 miles) per hour. The Austral is the largest vessel yet built for the Australian trade. She is 435 ft. in length, 48 ft. in breadth, and 37 ft. in depth, having a gross registered tonnage of 5,588 tons. Her displacement at load line is 9,500 tons, and her machinery indicated 6,800 horse power. She is 10 ft. longer and 2 ft. broader than the Orient, and differs from that vessel in many respects.

Captain Kopitoff, captain of the port of St. Petersburg, has been raised to the rank of Rear-Admiral, and ordered to proceed to Vladivostok, to replace Admiral Aslanbegoff as Commander-in-Chief of the Russian Fleet in the Far East. Captain Kopitoff belongs to the new school of officers, who are being established in high places to carry out the policy of reform of Prince Alexis and the Minister of Marine, Admiral Shestakoff.

The Guion steamer *Alaska*, "the greyhound of the Atlantic," left New York at one p.m. April 25, and arrived at Queenstown May 2, making the passage in seven days fifty-three minutes. Her outward passage occupied seven days four hours forty-two minutes, making the round voyage out and home in fourteen days five hours and twenty-five minutes. No other steamer afloat has done the same.

In commenting upon the different effects of collision upon vessels of the old and new type, the *Army and Navy Gazette* cites the case of H.M.S. *Raleigh*, in 1857, Commander (now Admiral Sir) H. Keppel in command. The *Raleigh* was a wooden sailing frigate, on her way to Hongkong to join Rear-Admiral Seymour's squadron. At daybreak, when in the midst of the Ladrones archipelago, she ran on a sunken rock, which was not marked on the charts, but found that the ill-fated frigate had her side cut open, and no ordinary means, such as stuffing with hammocks and spreading a sail over the hole, were of any avail. The ship was then about half-way between Hongkong and Macao, but to go to Hongkong she would have to beat up all the way. Crowding all possible canvas on her frigate, Commander Keppel shaped his course for the islands at the entrance of Macao harbour, where he could find shallow waters and a sandy beach to run around. He kept the *Raleigh* afloat for about four hours, and sailing before the wind, ran the frigate aground, then saving the crew, as well as his stores and artillery, the hull alone was lost, owing to the absence of means at hand to float her. One of the most striking incidents of the day was that when passing the French squadron, then anchored in Macao Roads, under command of Admiral Guérin, Commander Keppel, under a press of canvas, with his port-holes scarcely six inches above water, saluted the French Admiral the loudest salute which was duly returned, amidst the enthusiastic hurrahs of the French sailors, full of admiration for the pluck and seamanship of the English Commander.

#### MAILS EXPECTED.

**THE AMERICAN MAIL.**  
The P. M. Co.'s steamer *City of Peking* left San Francisco for this port, on the 16th May, and may be expected here on, or about the 14th instant.

#### STEAMERS EXPECTED.

The Netherlands-Indian steamer *Atch* left Batavia on the 1st instant, and may be expected to arrive here on or about the 10th.

The D. D. R. steamer *Lydia* left Singapore on the 3rd, and may be expected here on or about the 10th inst.

The O. S. S. Co.'s steamer *Antenor* left Singapore on the afternoon of the 4th instant, and may be expected to arrive here on or about the 11th.

Said the man who got left when the wine came short at luncheon: "I don't care for the liquor, but I think my soul is of as much account as anybody's, and if I don't like the deacon by whose negligence I was prevented from carrying out my religious duty, I'm a pirate."

#### CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Some time ago you made some remarks on the filthy condition of the V. R. Club's Bath. I suppose you are aware the Bath has been done up for the season, the outside portion having been left open. Owing to this arrangement the Bath is, at certain states of the tide, still very filthy, jelly fish and every description of filth floating about to the great disgust of bathers. As I understand the Secretary's objection to demolish the front of the bath is that in stormy weather the entire structure is thereby in danger of being carried away. I give you suggestion I heard a gentleman make the other day, which might meet the views of the Secretary and would greatly tend to keep out the filth. The suggestion was, that, as the difference between High and Low water is only from 8 to 10 feet light portable bamboo frames might be made which could be taken up when the Barometer indicates an approaching storm. Ten feet by ten feet frames would be quite easily handled by two men, and would close the front of the bath from low to high water mark. I hope that this suggestion will meet the views of the Secretary, or that some other gentleman will come forward with a better one.

I am, yours, &c.,  
ONE WHO IS FOND OF A SWIM.  
Hongkong, 8th June.

#### TRIAL TRIP OF THE STEAMSHIP "HAE-AN."

A very successful trial trip of the China Merchants Steam Navigation Company steamship *Hae-an* took place yesterday. The *Hae-an* was formerly the S.S.N. Co.'s steamer *Shingking*; she was built in Glasgow by Messrs. Inglis & Co. and launched in 1873. She was then an iron paddle-wheel steamer, and had a small carrying capacity of about 2,000 tons, dead weight, room for a moderate number of Chinese passengers, and a nice saloon forward. She has never been a paying boat to the China Merchants S.N. Co. Last year she suffered from a collision with the steamship *Tener* in the Min River, and it was then decided to alter her. She has accordingly been altered from a paddle wheel to a screw steamer; she was cut in two and lengthened 24 feet amidships, besides being lengthened 6 feet in the stern. She has been fitted with the boilers and engines purchased from the wreck of the steamship *Bombay*, burnt at Wussong at Christmas 1880. The alterations were planned by Captain Bolton, the Company's Marine Superintendent, and carried out by Messrs. S. C. Farman & Co.

The *Hae-an* is now a steamer 294 feet long over all, 33 feet 6 inches broad; depth of hold 22 feet. Her tonnage is as follows:—

	Tons.
Under deck tonnage	1,040.81
Deck houses	337.44
	1,378.25
Allowance for crew	68.17
	1,446.42
Propelling space	143.08
	1,589.50
Register Tonnage	1,589.50

Her engines are inverted cylinder compound surface condensing engines. The cylinders have diameters of 32 and 62 inches by 3 feet 6 inches stroke; the boilers have a working pressure of 70 lbs. to the square inch; they were originally made by Messrs. Jas. Howden & Co. Glasgow; the boilers are 13 feet 9 inches diameter by 10 ft. 6 in. long, three furnaces in each. The machinery is fitted with the latest improvements; Muir & Caldwell's steam steering gear, and Chubburn's engine room telegraph. She has accommodation for 90 Chinese passengers in cabins on the upper decks, besides about 40 more in open berths, and for 180 in the tween decks; 310 in all.

There was a large party on board, including 19 ladies and several children. The owners were represented by Messrs. Chiu Yui-chee and Chiu Fitting and Captain Bolton. Messrs. Simpson, G. Galles, Carmichael and Webster represented the establishment of Messrs. S. C. Farman & Co. Messrs. Johnston and Prentice represented the rival engineering establishment of Messrs. Boyd & Co.; Mr. C. Buchanan, the Indo-China line; Mr. Siemssen, the line of the firm he belongs to. Amongst those present connected with the shipping interest we may notice—Mr. D. B. Bee, the Harbour Master, Captains Barton, Bassett, Pratt and Schulz and Mr. W. C. Howard. There were several Chinese merchants and bankers on board.

The steamer left the C. M. S. N. Co.'s Middle Wharf at 9.17 a.m. under command of Captain Dirksen. She had not proceeded far when an accident happened to her steam steering gear, the chain slipped of the quadrant, and she had to anchor opposite Mr. Benjamin's godown. Then a bolt broke in the steam windlass and the anchor had to be heaved by manual labour. This caused a detention of an hour and nine minutes, and the steamer got under weigh again at 10.30 a.m. The morning was fine but hot and the atmosphere rather close, but when the steamer got under full steam she made a delightful breeze. Collier's Dock was passed at 10.58 and the Red Buoy at 11.15; thus doing 11 miles in 57 minutes against the tide. Outside Wussong was a flotilla of Chinese men-of-war out for a cruise. There were four Alpha-class gunboats, two Foochow gunboats, and Nos. 3 and 6, built at the Kiangnan Arsenal. The *Flours Castle* was at anchor and the *Maifoo* was coming in. About this time the bell was rung for breakfast and Captain Dirksen was relieved on the bridge by Captain Pratt. An excellent and well-served cold collation was provided in the pretty saloon. When the two relays of guests had satiated their appetites some gentlemen drank Captain Dirksen's health enthusiastically; success to the Press; the *Hae-an* means "Pleasant Sea" and the toast wished her many a pleasant passage over smooth seas, and her owners a smooth labor sheet.

In the meantime the vessel had been turned round and was steaming back to the Whangpoo. She was turned round near the Beacon, 124 miles, having run the distance in 54 minutes, or just under 14 nautical miles an hour, chiefly against the tide. She commenced the return voyage at 0.51, just as the tide was turning; she consequently had a strong ebb against her. She passed the Red Buoy again at 2 hrs. 7 min. 50 in 1 hr. 18 m. doing the same distance that she went in 54 minutes going out. The *Mokwa* and *Carnarvonshire* were at Wussong waiting for the turn of the tide to get over the Flats. Collier's Dock was passed again at 3.10 p.m. and the vessel came alongside the Middle Wharf at 4 p.m., everybody on board having enjoyed a very pleasant trip and received a most cordial and hospitable welcome from Captain Dirksen.—*Mercury.*

"THAMES-STREET INDUSTRIES," by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSNELL & Co., London.—[ADVT.]

#### To-day's Advertisements.

**NOTICE.**  
THE CITY HALL LIBRARY and MUSEUM will be Closed on THURSDAY, FRIDAY, and SATURDAY, in consequence of the Removal of the Cases to examine the state of the Building.  
W. H. R. MOSSOP, Acting Secretary.  
Hongkong, 8th June, 1882. [418]

**NOTICE.**  
COLONEL J. E. AUSTIN'S AMERICAN RIFLE RANGE, HONGKONG HOTEL.  
The Match for the Handsome Silver Cup will take place on SATURDAY, THE 10TH INST.

Scorers:—Messrs. McWATERS, ANNAN, and ORLEY, subject to reference to Colonel AUSTIN. Mr. McLAURIN will act as Referee in the event of any dispute.  
All competitors must be present between 8 and 9 P.M. or they will forfeit their chances.  
G. ORLEY, Chairman of Committee.  
Hongkong, 8th June, 1882. [145]

**KELLY & WALSH'S LIST OF NAUTICAL & ENGINEERING WORKS.**

Admiralty Manual of Scientific Enquiry	\$1.50
Queen's Regulations and Admiralty Instructions	\$1.00
Nautical Almanac, 1883	\$1.50
Ainsley's Guide Book to Local Marine Board Examination	\$2.50
Ainsley's Engineers Manual	\$3.00
Inman's Nautical Tables	\$5.50
Bergen's Marine Engineer	\$3.00
Bergen's Practice of Navigation and Nautical Astronomy	\$6.00
Clark's Rules, Tables and Data for Mechanical Engineers	\$10.00
Sun's True Bearing or Azimuth Tables	\$2.00
Shipwrights and Engineers Guide to Marine Engine	\$4.00
Reed's Engineers Hand Book	\$3.00
Reed's Shipwrights and Shipmasters Handy Book	\$1.25
Reed's New Guide Book to Local Marine Board Examinations	\$2.00
Donaldson's Practical Guide to use of Marine Machinery	\$1.75
Donaldson's Drawing and Rough Sketching for Marine Engineers	\$1.75
Instructions to Surveyors of Ships	\$1.75
The Sailors Handy Book	\$4.50
Practical Navigation "The Sailors Sea Book"	\$2.75
Wilson's Treatise on Steam Boilers	\$2.50
Richard's Steam Engine Indicator	\$3.50
The Steam Engine and its Inventors by Galloway	\$3.00
Piddington's Sailors Horn Book	\$4.00
International Code of Signals	\$6.00
Clarke's Manual of Navigation and Nautical Astronomy	\$1.00
MacDonald's Naval Hygiene	\$2.00
White's Manual of Naval Architecture	\$8.50
Coffin's Navigation and Nautical Astronomy	\$4.00
Scott's Weather Charts and Storm Warnings	\$1.50
Armstrong's Construction and Management of Steam Boilers	\$6.00
Theorie's Naval Architecture, 4 vols.	\$6.00
Bergen's Guide Book to Local Marine Board Examination	\$2.00
The Rigger's Guide	\$1.50
Nautical Pocket Manual for China and Japan	\$1.50
	Hongkong, 8th June, 1882. [1]

#### Intimations.

**A FONG, PHOTOGRAPHER,**  
HAS A LARGER COLLECTION OF VIEWS THAN ANY OTHER IN CHINA.

MINIATURES PAINTED ON IVORY FROM \$7.00

OIL PAINTINGS ON CANVAS FROM \$5.00

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D. K. GRIFFITH,  
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**W A H L O O N G,**  
ESTABLISHED 1865.

**GOLD AND SILVER SMITH AND JEWELLER.**  
DEALER IN  
DONGEE Silk Dresses, Crape Shawls, Gauzes, Ivory, and Lacquered Ware, Matings, &c., &c. Porcelain, Fans, Curios, Bristles, Human Hair, and specially selected Feather always on hand at Moderate Prices, quality guaranteed.  
No. 60, QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, 2nd June, 1882. [399]

**NOTICE.**  
THE Undersigned has all kinds of House and Ship COAL for Sale in large or small quantities at Moderate Prices. Strong and Commodious small steamers on hire for towing purposes, Excursions, &c., &c., CHEAPER than any other House in the Trade.  
Apply to  
HING LEE,  
37, Tung Man Lane.  
Hongkong, 12th April, 1882. [227]

**CHIE N A M.**  
GOLD AND SILVER SMITH, WATCH MAKER  
AND  
ENGRAVER,  
WATCHES CLEANED AND REPAIRED ON MODERATE TERMS.  
ALL WORK GUARANTEED.  
JEWELRY MADE AND REPAIRED.  
No. 72, WELLINGTON STREET, HONGKONG.  
Hongkong, 6th April, 1882. [214]

**L I N G S H I N G.**  
BOOT AND SHOE MAKER,  
No. 5, WELLINGTON STREET, HONGKONG.

**THE CHEAPEST SHOP IN THE TRADE**  
Materials and Workmanship Guaranteed.  
Special experience in making Gentlemen's RIDING BOOTS.  
Hongkong, 4th April, 1882. [207]

#### To be Let.

**TWO GODOWNS**  
late occupied by the  
HONGKONG DISPENSARY.  
ENTRANCE FROM PRAYA.  
Immediate Possession.  
Apply to  
ROSE & Co.,  
31 and 33, Queen's Road.  
Hongkong, 21st April, 1882. [266]

**TO LET.**  
No. 4, SEYMOUR TERRACE.  
No. 9, SEYMOUR TERRACE.  
Nos. 2 AND 4, PEDDAR'S HILL.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 3rd May, 1882. [174]

**TO LET,**  
IMMEDIATE POSSESSION.  
**P A R S E E V I L L A**  
WITH  
G A R D E N,  
ROBINSON ROAD.  
Apply to  
C. L. GORHAM,  
Pacific Mail Office.  
Hongkong, 19th May, 1882. [357]

**TO LET FURNISHED.**  
**P A R T O F B U N G A L O W**  
WEST POINT  
NEXT TO  
SPANISH CONSULATE.  
For Particulars apply to  
J. R. McDONALD,  
LANE, CRAWFORD & Co.  
Hongkong, 20th May, 1882. [359]

**TO LET.**  
(WITH IMMEDIATE ENTRY.)  
**T H E R E S I D E N C E**  
KNOWN AS  
"B E L L E V U E,"  
ALBANY ROAD.  
Apply to  
R. VALLI,  
Queen's Road Central.  
Hongkong, 1st June, 1882. [394]

**TO LET,**  
POSSESSION ON 1ST JUNE NEXT.  
**T H E F I R S T F L O O K, W E S T S I D E,**  
OF  
"M A R I N E H O U S E,"  
No. 15, QUEEN'S ROAD.  
Now in the occupation of  
Messrs. WILSON AND BIRD.  
Apply to  
E. R. BELLIOS.  
Hongkong, 16th May, 1882. [348]

**TO LET,**  
POSSESSION ON 15TH JULY NEXT.  
**T H E C O M M O D I O U S H O U S E,**  
WITH  
L A R G E C O U P O N D  
AND  
A C H I N E S E H O U S E A T T A C H E D,  
No. 33, POTTINGER STREET.  
Apply to  
E. R. BELLIOS.  
Hongkong, 1st June, 1882. [393]

#### Intimations.

**J. M. G U E D E S.**  
HOUSE AND LAND BROKER,  
AUCTIONEER AND COMMISSION AGENT.  
No. 33, WELLINGTON STREET,  
HONGKONG.  
Hongkong, 23rd January, 1882. [62]

**T H E "HONGKONG TELEGRAPH."**  
AN INDEPENDENT DAILY PAPER.  
PUBLISHED  
EVERY AFTERNOON AT FOUR O'CLOCK,  
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Hongkong, 1st April, 1882.

**D. K. GRIFFITH.**

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A E R A T E D W A T E R S.  
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(Opposite the City Hall)

Having lately Purchased the entire Machinery of the late Mr. E. CHASTEL'S  
S O D A W A T E R F A C T O R Y  
I am now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

**S U P E R I O R Q U A L I T Y**  
Consumers should try these carefully  
Manufactured  
S P A R K L I N G W A T E R S.  
THREE DOZEN FOR ONE DOLLAR.  
All Orders and Communications should be addressed to The Factory,  
7, BEACONSFIELD ARCADE,  
Hongkong, 1th April, 1882. [225]

**SPECIAL NOTICE.**  
**TO ADVERTISERS.**  
S H I P P I N G F I R M S, I N S U R A N C E C O M P A N I E S, C O M M E R C I A L H O U S E S, and A D V E R T I S E R S generally are informed that arrangements have now been completed to issue daily in connection with all  
A D V E R T I S E M E N T S I N S E R T E D I N T H E "HONGKONG TELEGRAPH."  
A SPECIAL ADVERTISEMENT SHEET.  
FREE OF CHARGE.

As the scale of charges in the *Hongkong Telegraph*, which has a guaranteed circulation of THREE HUNDRED COPIES, is fixed at an extremely low rate, the attention of Advertisers is directed to the many advantages offered by this journal as a General Advertising Medium, and the support of the Mercantile community and the public generally is respectfully solicited.  
Hongkong, 1st April, 1882.

#### Intimations.

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AT \$26.00 PER MONTH,  
INCLUDING ATTENDANCE,  
OR  
\$16.00 PER MONTH  
F O R B O A R D O N L Y.

Apply to the  
MANAGER,  
WANCHAI CLUB.  
Hongkong, 2nd June, 1882. [397]

**THE CITY OF MANILA CIGAR STORE.**  
HAS FOR SALE.  
CIGARS of all Brands, Imperiales, Caballeros, Vagueiros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCO of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Choice Designs. Sun Hats, &c., &c.; Commissions Executed.

J. S. M. HASA,  
No. 51, B, QUEEN'S ROAD, CENTRAL.  
Hongkong, 1st May, 1882. [297]

**W I N G T Y L O O N G.**  
HAS FOR SALE.  
PRIME Mess Pork and Beef, 200 lbs. in Barrel. Boiled and Roast Beef and Mutton, Soup and Bouilli, American Hams, Bacon, Codfish, Cracked Wheat, Hominy, fresh white and red Beans, Assorted Fruits and Soups, Ham Sausages, Salmon Bellics, Mackerell, Sheep's Tongues, Choice Tripe, Caviar, Clam Chowder, Lobsters, Oysters, Corn Meal, and every description of Olives stores at moderate prices.  
No. 39, HING LOONG STREET,  
Hongkong, 1st May, 1882. [299]

**S Z H I N G.**  
TAILOR.  
DEALER in all kinds of Drapery, Silk Handkerchiefs, Embroidered Shawls, &c., &c. HAT AND CAP MAKER.  
Ladies material made up, and a perfect Fit Guaranteed at Moderate Charges.  
MATTING AND MANILA CIGARS, FOR SALE.  
No. 76, WELLINGTON STREET, HONGKONG.  
Hongkong, 12th April, 1882. [228]

**N A M S I N G.**  
TAILOR AND OUTFITTER.  
GENTS' Shirts, Scarves, Braces, Socks, Hats, Handkerchiefs, &c., &c. Clothes cut in the most approved West End Style, a perfect Fit Guaranteed at Moderate Prices.  
NEW SEASON'S GOODS.  
Just received.  
74, A, QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, 14th April, 1882. [240]

**A H O Y.**  
Hoy Lee.  
MERCHANT TAILOR, HAT, & CAP MAKER.  
HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Matings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Gowns a Specialty, a perfect fit and best material guaranteed.  
No. 112, QUEEN'S ROAD CENTRAL.  
Hongkong, 16th May, 1882. [347]

**S A M H I N G, (S T U L T Z).**  
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IMPORTER of every description of Gentlemen's Scarves, Collars, Ties, Socks, Umbrellas, Hats, &c., &c. Dealer in Chinese Silks of all kinds; Bamboo Blinds and Matting. Special attention given to the Tailoring Department. A perfect fit and best workmanship guaranteed. Groomings and Changes for Dresses in all the newest fashions.  
No. 49, and 51, QUEEN'S ROAD CENTRAL.  
Hongkong, 1st May, 1882. [302]

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LANDSCAPES IN OIL AND WATER COLORS.  
All Work Executed by First-Class Artists.  
IVORY MINIATURES A SPECIALITY.  
SATISFACTION GUARANTEED.  
No. 52, C, QUEEN'S ROAD CENTRAL, UPSTAIRS.  
H O N G K O N G.  
Hongkong, 4th April, 1882. [211]

**S U N S H I N G.**  
DEALER IN SILKS.  
CANTON and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Wares, Curios, &c., &c. The best house in the trade for high-class Curios. GOLD AND SILVER JEWELRY of the most artistic designs, Engraver on Stamps, Seals, &c., &c. The public and Travellers are invited to inspect the show rooms.  
No. 62, QUEEN'S ROAD, CENTRAL, HONGKONG.  
Hongkong, 1st May, 1882. [298]

**T O K K E E.**  
C O A L M E R C H A N T,  
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**K E E P S** on hand for Sale all kinds of STEAM COAL of the best quality, at moderate rates; also has always Powerful Steam Launches for Hire at a Reasonable Charge, either for special Purposes, Excursions, or Towing.  
Hongkong, 13th April, 1882. [234]

**T H E P A T E N T T Y P E F O U N D I N G C O M P A N Y,**  
31, RED LION SQUARE, HOLBORN, W.C., LONDON.  
SHANKS, REVELL, & Co., PROPRIETORS,  
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Hongkong, 4th February, 1882. [88]

#### Post Office.

A MAIL WILL CLOSE  
For Foochow, Sydney, and Melbourne.—Per *Ganges*, to-morrow, the 9th instant, at 11.30 A.M.  
For Swatow and Amoy.—Per *Camelot*, to-morrow, the 9th instant, at 1.30 P.M.  
For Straits and Bombay.—Per *Geelong*, to-morrow, the 9th instant, at 3.30 P.M.  
For Nagasaki and Kobe.—Per *Samuda Maru*, to-morrow, the 9th instant, at 3.30 P.M.  
For Nagasaki and Yokohama.—Per *Sunda*, to-morrow, the 9th instant, at 5 P.M.  
For Swatow, Amoy, & Foochow.—Per *Namoa*, on Saturday, the 10th instant, at 5 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Hongkong Directory and Hong Kong Letter for the Year 1882*, which supercedes all previous editions.

MAILS BY THE BRITISH PACKET.  
The Mails per British Contract Packet "ANCONA" will be closed To-day, the 8th instant, and to through the United Kingdom and Europe via *Brindisi* to the Straits Settlements, Batavia, Birmah, Ceylon, India, Aden, Mauritius, Egypt, Malta, and Gibraltar.



